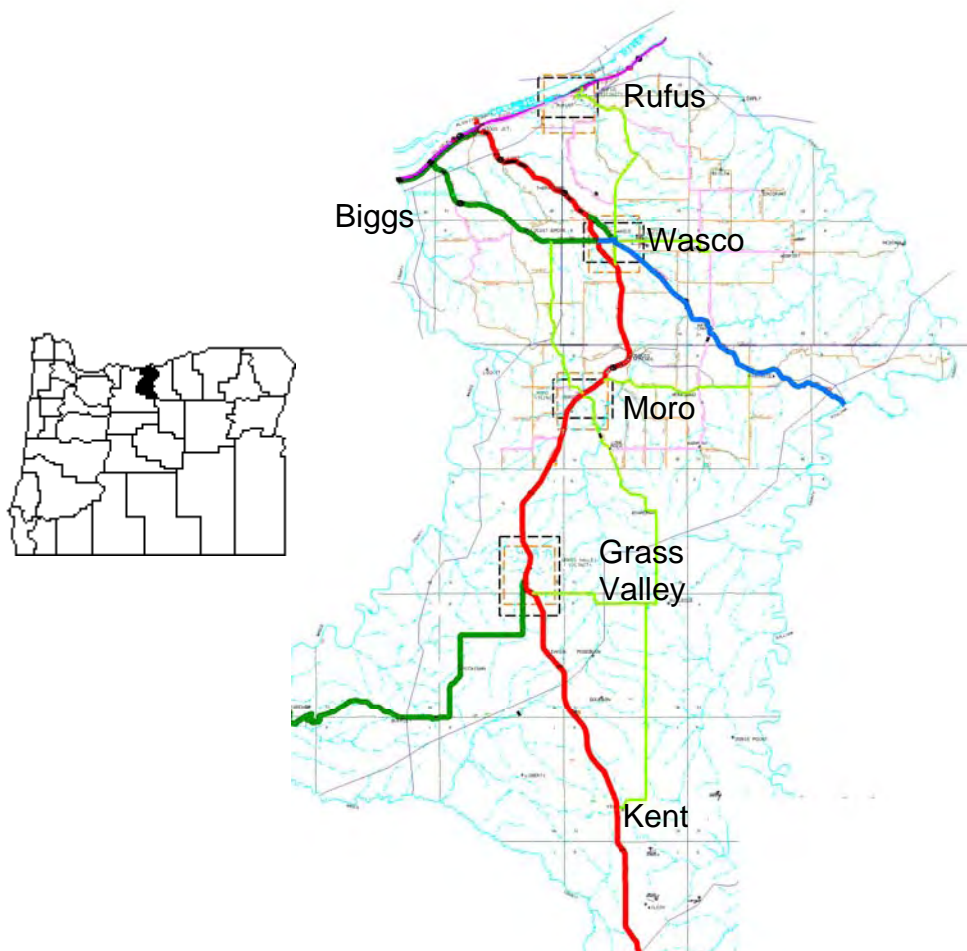


SHERMAN COUNTY OREGON

COORDINATED TRANSPORTATION PLAN Sherman County Community Transit 2007 - 2010



Prepared by



Mid-Columbia Economic Development District
515 East Second Street
The Dalles, Oregon 97058
www.mcedd.org

September 17, 2007

.....
TABLE OF CONTENTS

HISTORY	3
PURPOSE AND SCOPE	4
PLANNING AREA	4
PUBLIC INVOLVEMENT	5
PARTICIPANTS.....	6
INVENTORY	6
Existing Resources.....	6
EXISTING PLAN.....	7
DEMOGRAPHICS.....	7
EXISTING SERVICE.....	10
Routes.....	10
Destinations	10
Veterans.....	10
Drivers.....	11
Stipend.....	11
Fares.....	11
OTHER SERVICES.....	11
EXPANDING SERVICE	12
Medicaid.....	12
Social	12
Fares.....	12
Coordination.....	12
Additional service	13
NEEDS	14
Current	14
Future.....	14
STF STRATEGIES.....	16
GOALS & TIMELINE	18
ACTIONS	19
APPENDIX A – PUBLIC COMMENTS.....	20
APPENDIX B - MAPS.....	22
APPENDIX C – PUBLICITY	23
APPENDIX D – STF Advisory Committee Bylaws.....	28
PLAN REVIEW AND ADOPTION	32



HISTORY

Transportation services began in 1974 with the formation of the Sherman County Bus Service, more commonly known as the Senior Citizens Bus. These providers maintained service, expanded routes, and offered trips to special events. They worked with the Special Transportation Fund Advisory Board and operated within ODOT's STF rules and funding requirements.

On May 31, 2007, the Sherman County Court assumed operations of the transportation system and assets. Existing schedules, operations and volunteers will continue uninterrupted by the new service, **Sherman County Community Transit**. This change provides an exciting opportunity to improve and expand service to the residents of Sherman and surrounding Counties.

The new Transit Coordinator is Marnene Benson-Wood, Treasurer for Sherman County, who will devote about ½ time to the transportation project.

This plan was held in abeyance until the formal action was completed by the Sherman County Court to assume operations of the transportation system and announcement was made. A draft version was prepared for the original June 30, 2007 deadline and was finalized and presented to the Sherman County Court on September 19, 2007 for approval.

Another interesting twist to the planning process is adapting to the Biggs Bridge closure during the major re-decking process in October and November of 2007, and again from January to May of 2008. A number of medical services are located in the Goldendale, Washington area and about 60 people reside in Washington but work on the Oregon side. Detours through The Dalles will be required and funds are being sought to provide van and bus service around the closure. Washington DOT has suggested a car pool program using a web site. This is not acceptable to seniors and disabled people who may not use technology or drive. Oregon DOT and MCEDD are searching for funds to subsidize special van and bus routes during the closures.



PURPOSE AND SCOPE

This Sherman County Special Transportation Plan was prepared by the Mid-Columbia Economic Development District under contract to the Association of Oregon Counties, who in turn was under contract to the Oregon Department of Transportation.

This plan provides a vision and roadmap for three to five years into the future to guide policy, operations and funding priorities for a special transportation system to serve seniors, disabled, veterans, low income and the general population of Sherman County, Oregon.

Sherman County is the area covered by this plan and coordination is developing with Gilliam, Wheeler and Wasco Counties that geographically about Sherman County and have similar needs, operations, populations and challenges. Future coordination and cooperation is strongly recommended to improve service, reduce costs and improve efficiency. The STF Board, however, feels it is important in adopting this plan that the base of operations, administration and funding for the Sherman County Community Transit service remains in Sherman County.

PLANNING AREA

Sherman County is 831 square miles in area, approximately 20 miles wide east to west, and 42 miles long, north to south, with a population of 1750 residents (2.1 citizens per square mile). Incorporated cities are Rufus, Wasco, Moro (County seat) and Grass Valley. Unincorporated communities include Biggs and Kent. Major transportation corridors are US 97 running north and south which bisects the County, and Interstate 84 which runs along the northern boundary of the Columbia River. US 97 provides good access to the Bend area (118 miles, 2 ½ hours), and Interstate 94 provides easy travel to Pendleton (123 miles, 2 hours), The Dalles (38 miles, 40 minutes) and Portland (121 miles, 2 hours).



PUBLIC INVOLVEMENT

Public meetings were held in Wasco on May 14th, 2007 with 7 participants and 1 city employee at City Hall and the Lean-To Café; in Moro on May 14th, 2007 with 10 participants at the Sherman County Senior Center; and in Grass Valley on May 15th with 4 participants at the Country Café.

Flyers were placed throughout the County and notices put in the news media and Sherman County's local eNews published by Sherry Kaseberg. This resulted in several phone calls from citizens with special concerns about public transportation.

Discussion occurred with the County Court during three open sessions, two executive sessions and several informal lunches and gatherings. Discussions and opportunities for input were sought during meetings with the City Councils of Rufus, Wasco, Moro and Grass Valley.

Discussions were held with the Director of the Sherman County Senior and Community Center.

Conversations and interviews were held with major businesses in Sherman County and included Mid-Columbia Producers, Morrow County Grain Growers, Azure Standard and Bob's Texas T-Bone Restaurant. Their major concern is the negative impact on the employees by the Biggs Bridge closure.

Two meetings have been held with the STF Board. The STF Board met with the County Court on June 6, 2007 at which time they were made aware that the Sherman County Court had assumed operation of the transportation system.

At that time, the STF Board pledged to continue working to ensure the best possible transportation system for Sherman residents. Future desires echoed many of the ideas presented at public meetings and included a focus on recreation to get seniors out of their homes and in contact with the community.



PARTICIPANTS

Participants who attended public meetings or contacted this consultant directly were from four main groups: Veterans, seniors, children of aging parents and local government with about the same number of people in each group. The STF Board met on June 6th to discuss the impact of the change in operators and development of this plan.

Judges, Commissioners and transit staff from Sherman, Gilliam, Wasco and Wheeler Counties met in Condon on April 19th to discuss improved coordination of transit programs and also to seek assistance if Sherman County were to assume operation of their bus system. Gilliam and Wheeler Counties, MCCOG and the Veterans Service Officer graciously pledged their assistance.

The new Transportation Coordinator, Marnene Benson-Wood, provided input for the finalization of this plan at a meeting on August 23, 2007.

On August 28, 2007, the plan was presented to the STF Board for their review. A workshop was held on September 6, 2007 at which time the Board submitted recommendations for consideration which have been incorporated into the final plan.

Sherman County's Special Transportation Advisory Board is active and will be expanded to represent a larger geographic area and population base of Sherman County. They have been supportive and provided guidance through this time of transition.

INVENTORY

Existing Resources

CN02128 1FDXE45S3YHB96056	2000 Ford	Small Bus (20)	E238917
E219306 1FDSS34S01HB18659	2001 FORD	VAN (10)	E238918
NB11952 1GNET16S836107284	2003 Chevrolet	Trailblazer (3)	E238908

Bus Barn Constructed in 2006



EXISTING PLAN

An existing plan was prepared by Three Rivers Transit for 2007 – 2010 and the needs and issues from that plan have been incorporated.

DEMOGRAPHICS

Sherman County, created in 1889 from the northeast corner of Wasco County, was named for Gen. William Tecumseh Sherman. It was separated from Wasco County as much for its unique geological setting as for the settlers' desire to have their own political process. The rolling hills are bordered by the deep canyons of the John Day River to the east, the Columbia River to the north and the Deschutes River and Buck Hollow to the west and south.

The county was settled in the 1870s by stockmen; by 1881 the homesteaders arrived, permanently changing the area by plowing and fencing the tall grass. Since then, the county has been a wheat-growing area with miles of waving grain on rolling hills of wind-blown glacial silt. The total absence of timber in the county exemplifies the true meaning of the "wide open spaces of the West." Its pastoral landscape has spectacular views of canyons and rivers with mountains silhouetted in the distance. Recreation abounds on the rivers, from the famous and scenic fly-fishing and whitewater rafting stream of the Deschutes to water-skiing, wind-surfing, boating, fishing and rafting on the John Day and Columbia Rivers. Sherman County is one of Oregon's leaders in soil and water conservation.

The Dalles is the region's economic center and where most medical services, senior services, federal offices, shopping and education services are located. The Dalles is 40 miles from the Sherman County Seat and is accessible by US Highway 97 and Interstate 84.

Established: Feb. 25, 1889
Elev. at Moro: 1,807'
Area: 831 sq. mi.
Average Temp.: January 30.7°, July 67.9°
Assessed Value: \$211,142,089
Real Market Value: \$291,766,294
Annual Precipitation: 9.15"
Economy: Tourism, wheat, barley and cattle.



People QuickFacts	Sherman County	Oregon	
① Population, 2006 estimate	1,699	3,700,758	
① Population, percent change, April 1, 2000 to July 1, 2006	-12.2%	8.2%	
① Population, 2000	1,934	3,421,399	
① Persons under 5 years old, percent, 2005	4.5%	6.2%	
① Persons under 18 years old, percent, 2005	20.9%	23.3%	
① Persons 65 years old and over, percent, 2005	20.2%	12.9%	
① Female persons, percent, 2005	50.0%	50.3%	
① White persons, percent, 2005	97.4%	90.8%	
① Black persons, percent, 2005	0.3%	1.8%	
① American Indian and Alaska Native persons, percent, 2005	1.5%	1.4%	
① Asian persons, percent, 2005	0.5%	3.4%	
① Native Hawaiian and Other Pacific Islander, percent, 2005	0.0%	0.3%	
① Persons reporting two or more races, percent, 2005	0.2%	2.3%	
① Persons of Hispanic or Latino origin, percent, 2005	6.5%	9.9%	
① White persons not Hispanic, percent, 2005	91.7%	81.6%	
① Living in same house in 1995 and 2000, pct 5 yrs old & over	62.6%	46.8%	
① Foreign born persons, percent, 2000	2.5%	8.5%	
① Language other than English spoken at home, pct age 5+, 2000	8.0%	12.1%	
① High school graduates, percent of persons age 25+, 2000	84.3%	85.1%	
① Bachelor's degree or higher, pct of persons age 25+, 2000	19.0%	25.1%	
① Persons with a disability, age 5+, 2000	309	593,301	
① Mean travel time to work (minutes), workers age 16+, 2000	20.6	22.2	
① Housing units, 2005	945	1,558,421	
① Homeownership rate, 2000	70.5%	64.3%	
① Housing units in multi-unit structures, percent, 2000	4.5%	23.1%	
① Median value of owner-occupied housing units, 2000	\$77,400	\$152,100	
① Households, 2000	797	1,333,723	
① Persons per household, 2000	2.43	2.51	
① Median household income, 2004	\$38,442	\$42,568	
① Per capita money income, 1999	\$17,448	\$20,940	
① Persons below poverty, percent, 2004	14.4%	12.9%	
Civilian veterans	310	21.7	12.7%
65 years and over	353	18.3	12.4%



.....

Demographics of Sherman County are beginning to change. Approximately 150 new jobs are being created by the wind farms, a natural food distribution center and a pre-fabricated concrete house manufacturer. Homes available for purchase are scarce. A 30 unit affordable housing development is being planned for Moro. This shift from agriculture to a more diversified economic base will bring a younger generation of residents who will have transportation needs for their families, and the probability of an increasing number of aging parents who wish to be near their families. The new job opportunities will also allow more adult children of residents to 'come back' near their home and find employment.

Isolated rural roads and inclement weather present a unique challenge in Sherman County for seniors, veterans and citizens with disabilities who must travel for medical services and need to travel for mental health and social interaction.

Land use laws and urban growth boundaries will concentrate new housing into the 4 incorporated cities and 2 service districts which will enhance the ability for public transportation to serve their needs.



EXISTING SERVICE

Routes

Sherman County Community Transit currently runs a bus on Monday and Thursday of each week from Moro into The Dalles. The bus can pick up additional passengers in Wasco, Grass Valley, Kent, Rufus and Biggs. Arrangements can be made by calling the Transit Coordinator to pick up riders at their residences anywhere in the County.

Monday and Thursday routes usually provide service for 5 or 6 people but some runs have had 10 people this summer (2007). The Blazer is used for picking up veterans and seniors from their rural residences, often in bad weather.

Expanded service for the Sherman County Fair was planned for the week of August 28 to September 1, 2007 as a pilot project. Two vehicles were used to transport seniors to the opening evening BBQ dinner on August 28, 2007 and passengers were grateful for the service.

Destinations

The primary destinations in The Dalles include:

- Mid-Columbia Medical Center for hospital, doctor offices and cancer treatment
- Safeway, K-Mart, Bi-Mart, Albertsons and Fred Meyer for shopping
- Cascade Eye Center
- Columbia Hills Medical Center
- Mid-Columbia Senior Center
- State Human & Social Service Offices
- Social Security Office
- Local bank branches

Veterans

Veterans are frequently transported to the Portland VA Medical Center and the Vancouver VA Medical Center. The new Veterans Service Officer for the region, Paul Conway, is doing a heroic job coordinating medical appointments and public transportation needs for veterans.



.....

Drivers

1 Regular driver with CDL & Passenger endorsement
2 with CDL & Passenger endorsement pending
1 with CDL pending
Additional volunteers available

Stipend

Drivers are paid a stipend of \$10.00 per hour for regular runs

Fares

A \$5 fee is requested, but not required for runs to The Dalles.
VA is charged for transporting veterans to the Portland area
If multiple veterans are transported, or travel coordinated with adjacent Counties, this fare is prorated.

Mileage costs are quoted at \$1.25/mile for special events and used as a guideline for setting suggested fares for social outings.

OTHER SERVICES

There are no other public transportation options in Sherman County.

There are no other transportation services along US 97, the only north-south route through the County. Greyhound operates limited service along I-84 but the nearest stops are The Dalles (20 miles west) and Pendleton (125 miles east) and the nearest stop going south is Bend (130 miles south).

Amtrak operates 2 routes per day on the Washington side of the Columbia River with a stop at Wishram.



EXPANDING SERVICE

Medicaid

Applications and contracts have been completed and approved with MCCOG (Mid-Columbia Council of Governments) so that Sherman County Community Transit can be a Medicaid Transporter in the Sherman County area. Ride screening will be done by MCCOG and rides will be offered to Sherman County Community Transit. Service began on September 10, 2007.

Social

Numerous senior citizens and their families have requested additional transportation services for social and educational outings. These include county fairs, senior events, plays, presentations, Christmas Light tours, church services and meetings around the Mid-Columbia Area and Portland.

Consider 'entering' a bus full of seniors in local parades to highlight the service.

Fares

The \$5.00 suggested fare combined with annual STF funds and some VA and future Medicaid reimbursements will allow the service to run close to 'break even.' Several seniors have indicated the \$5.00 fare is an impediment and we know of at least one senior who will not ride the bus because he cannot afford the \$5.00 fee, but doesn't want to appear to accept charity.

Some thought should be given to either an anonymous fare collection method, or perhaps 'pre-sale' tickets which would allow some tickets to be given to a needy individual who could then present the ticket to the driver without alerting other passengers to his or her status.

Coordination

Gilliam and Wheeler Counties have pledged their full cooperation to the new Sherman County Community Transit, as has MCCOG which manages transportation for Wasco County and the Medicaid Transportation Brokerage. This new spirit of cooperation will allow coordinated routes and reduced single passenger trips, especially for veterans, saving time, money and fuel.



Additional service

Opportunities may exist for expanding service to include the VA Medical Center in Walla Walla and to the Amtrak Station in Wishram to connect with east and west bound passenger train service.

Oregon Health Sciences University tracks patients by County and their data states that for FY 03-04 there were 198 patient visits from Sherman County with 48 under Medicare, 38 under Medicaid and 27 uninsured. This suggests there is a need and opportunity to provide some service to Portland OSHU facilities.

Closing of the Biggs Bridge for repair late in 2007 and early in 2008 presents an opportunity to begin service at least to Goldendale on a regular basis for medical appointments, and might provide a pilot for employee commuting between Washington and Oregon. About 50 employees have been identified that live in the Goldendale area and work in Biggs, Wasco and Moro. About 10 have been identified who live in Oregon and work in the Goldendale area. A regular commuter service seems possible if work schedules can be matched or employers are willing to shift hours to ensure a full van.



NEEDS

Current

There is a need for better grocery storage on the van and bus for seniors who travel into The Dalles for their primary shopping. This may be solved temporarily by furnishing bins and ice chests or similar containers to prevent groceries from rolling around on the return trip.

Regular and continuing outreach to seniors will build ridership. Sherman County has a unique bi-monthly publication that goes to all households and provides an excellent medium for regular articles and promotion (see Appendix C). Consideration should be given to a 'Bus Ranger' or similar titled person (may be the members of the STF Advisory Board) in each community who provides promotion, outreach and troubleshooting services for citizens in their area.

Face to face meetings with the Transportation Coordinators of Sherman, Gilliam, Wheeler and MCCOG will facilitate coordination and continue this excellent spirit of cooperation. Rural distances make these meetings a challenge, but at least quarterly meetings would be very beneficial. This might be done in conjunction with the Gorge Translink group which meets in the Mid-Columbia Gorge.

Ongoing maintenance is necessary to maintain this aging fleet in safe and reliable operating condition. Intensive maintenance was required on the three vehicles after service was assumed by the County demonstrating that the service life of the fleet may be shorter than normal. Maintenance has been completed by the Transit Coordinator to bring the fleet into the best possible operating condition and comply with inspections for Medicaid transport.

Future

Vehicle replacement is a very high priority. The 20 passenger bus is 7 years old with 40,000 miles; the 10 passenger van is 6 years old with 60,000 miles and the 4 year old Blazer has 72,000 miles. Transport over very rural roads (gravel and dirt) and inclement weather conditions ages these vehicles more than mileage alone would indicate.

First priority is a replacement for the 10 passenger van which gets the greatest usage (most trips to The Dalles are for 5 to 6 passengers). This new vehicle should be lift-equipped and provide storage for groceries and frozen foods.



.....

Second priority for replacement is the Blazer. A new four wheel drive vehicle capable of traversing rural roads in inclement weather is needed for veteran, Medicaid and senior pickup at residences.

Third priority is a replacement for the 20 passenger bus which should also have a lift and grocery storage.

Communication in this rural County is a challenge. Cell phone coverage is spotty in the north end and non-existent in the south end. This presents a serious safety concern and prevents communications with the Transportation Coordinator. Frontier Learning Network (North Central ESD) has a wireless backbone serving Sherman, Gilliam and Wheeler Counties as well as coverage in the Mid-Columbia Gorge. Emergency services use these towers and Internet backhaul for very effective UHF radio communication. A feasibility study should be undertaken to design a separate Transportation Radio Network utilizing this resource to serve the entire region to enhance safety, coordination and improved management of resources. One estimate puts the cost at about \$100,000 to equip all buses in the region with interoperable radios.

This radio system would allow communications between each County's Transit Coordinator and their bus drivers, County to County communications, and an option to rotate dispatch and emergency communications between Counties and possibly a 911 Dispatch Center, and provide for improved coordination for medical and VA transportation.



.....

STF STRATEGIES

STF Formula Program

Submit applications every other year to ODOT Public Transit Division for STF Formula Program funding. This funding is based upon population, with a minimum of \$38,000 available to each County plus \$2,000 administration funding.

Submit quarterly reports as required by ODOT and maintain the STF Advisory Committee in accordance with ODOT rules and Sherman County STF Advisory Committee bylaws.

STF Discretionary Grant Program

This is a separate 'bucket' of money available from ODOT Public Transit Division and is available every two years. Grant announcements are usually made in the summer or fall of even numbered years for the following biennium. These funds may be used for equipment replacement, preventative maintenance and other special needs related to maintaining and expanding public transportation.

The Sherman County Community Transit office should begin developing their specific needs for the 2008 application which will be funded in 2009 through 2010.

One identified priority is the replacement of the 10 passenger van. Bids should be solicited during the first part of 2008 in preparation of this application.

Because of the two year grant cycle, replacement should be considered for the four wheel drive vehicle as it would be approaching 6 years old with 100k + miles by 2009.

Major expenses for preventative maintenance work and storage additions on the 20 passenger bus could be included in this Discretionary Grant application.

Sample Timeline from ODOT

2007-09 Timeline

Sept. 2006	PTAC reviews criteria, sets goals and initial funding allocation
Oct. 2006	OTC adopts the 2007-09 solicitation process
Oct. 2006	PTD releases competitive grant application
Oct. - Dec. 2006	PTD conducts training
Dec. 2006 - Jan. 2007	STF Agencies review projects
Jan. 2007	Applications due (postmarked) by Jan. 31
April 2007	PTD makes project recommendations
May 2007	PTAC reviews 2007-09 project proposals
May 2007	OTC reviews 2007-09 PTAC recommendation



June 2007 PTAC reviews 2007-09 "Innovations" and updated project proposals
June 2007 OTC reviews 2007-09 "Innovations" and updated PTAC recommendation
July 2007 Execute agreements
July 2007 - June 2009 PTD administers agreements



GOALS & TIMELINE

2007/08 – Maintain service through this transition time, assure riders and volunteers and take low or no cost steps to increase service. Maintain STF Advisory Committee meetings, expand STF Committee to represent County demographics, reports to ODOT and STF Formula applications.

2008/09 – Prepare STF Discretionary Grant application for vehicle replacement and major maintenance and upgrades. Prepare a calendar of regional events so citizens can plan for attending special events. Seek special events that involve a younger generation so that citizens can become familiar with public transit use and be more comfortable recommending it to their aging parents and others in their family.

2009/10 – Prepare STF Discretionary grant for 2010 for replacement of the 20 passenger bus, or other vehicle as need dictates. Review and update this plan for the subsequent three years.



ACTIONS

2007/08 – (low or no cost immediate steps)

County assumed control of Sherman County Community Transit and will maintain existing schedules, and assure volunteers and riders of uninterrupted service.

Begin marketing the transit system to increase utilization (brochures, contact cards, maps, services available and publicize short term plans for improvement).

Clean up bus interiors and make signage user friendly.

Test expanded routes and special events such as the County Fair, Bingo, Hermiston shopping, local sports and other events mentioned in the public input process for the STF Plan. (This provides additional services and will help recruit a new group of riders for the regular schedule.)

Plan for 2008/09 budget with an eye toward reducing or eliminating any 'required fare' and shift to an anonymous donation system.

Develop coordination with Gilliam, Wheeler and Wasco Counties and begin to discuss a coordinated dispatch system, or dispatch point that can be rotated between the Counties.

Participate in the Gorge Translink organization to improve coordination between multiple Counties in the Mid-Columbia Gorge and install decals on the buses.

Participate with Gorge Translink and Gilliam and Wheeler Counties in investigating a Mid-Columbia wide radio dispatch and coordination system.

Communicate closely with Gilliam and Wheeler Counties who have pledged to assist Sherman County with this new service.

Communicate closely with ODOT Special Transportation Fund staff to prepare for continued and additional support.

Investigate additional revenue sources such as Medicaid reimbursement for transporting participants from other Counties to medical services.

Recruit and appoint an advocate or 'bus ranger' in each community to promote bus usage and act as a contact point for information.



.....

APPENDIX A – PUBLIC COMMENTS

Wasco:

Service needs to be free – no fare (5 trips a month for a couple would be \$50 a month – big hit. Most people who can't pay don't ride because they don't want to be seen getting a handout)

Consider paying mileage for family member or friend to drive in a private car for the trip rather than running whole bus and driver

Service to VA Portland is good – keep it going

Concern that County Court may try to 'kill' service

\$20 to \$25 fare to Portland VA is excessive

Some veterans need transport to Walla Walla and Yakima once or twice per year

Want service to continue even if there is only one veteran in need

Hard to plan shopping trips – bus goes to various stores

Better coordination is needed for scheduling medical appointments

VA needs to coordinate appointments by area so several vets can come together to a particular VA facility

Seniors interested in tours of wind farms

More riders are needed in general to utilize the system

Moro:

Some riders use the service all the time – excellent service

Would like additional trips to visit housing office in The Dalles

Want trips to bingo at Rufus Community Center and to Senior Center for pinochle on Friday nights and for bingo in Wasco during Memorial Day Celebration.

Need pickup service for lunch at the Senior Center



.....
Two men have caused problems in the past – need better supervision

Would like weekend service

Would like Christmas tours of lights in The Dalles

Fare now \$5, used to be \$2, too high

One person attends Columbia Gorge Community College and uses the bus when available

Would like to go to the Hermiston Walmart.

Storage for groceries on the bus is a problem (rolling grapefruit)

Grass Valley:

Physicians Assistant in Moro moving to Arlington – many patients want to follow and need bus service to Arlington

Would like bus service to:

‘Round up folks’ for the Sherman County Fair

Poker group in Moro on Thursday night.

Kah-Nee-Ta (Warm Springs)

Memorial Day Parade in Wasco

Baseball and Basketball games

Cherry Blossom Parade in The Dalles

Imperial River Company in Maupin

Sherar’s Bridge to watch fishing

Shaniko days (first week of August)

Transit system needs a ‘promoter’ – maybe a ‘bus ranger’ in each community to promote and help arrange service

STF Board:

Organized rides for the County Fair

Organized rides for local school sports (to see grandkids in action)

Increased recreation to encourage seniors to continue community involvement



APPENDIX B - MAPS

Destinations in The Dalles



Veterans Destinations



APPENDIX C – PUBLICITY

Newsletter mailed to every Sherman County resident

The Citizen-Reporter



A Sherman County Government Publication — June 2007

Sherman County Community Transit

NOTICE. Effective June 1, 2007, the Sherman County Court will assume operation of the County's special transportation service to be known as ***Sherman County Community Transit***. Marnene Benson will serve as our Transit Coordinator. Call **541-565-3553**.

No immediate changes to the weekly transportation schedule are planned.

CHANGE.

Changes and improvements in the special transportation system will include:

- Regularly scheduled dispatch hours maintained by Community Transit Coordinator Marnene Benson.
- Rides for persons with Medicaid coverage (OMAP Plus) provided locally at no cost to the rider through the Medicaid Brokerage in The Dalles.

SHERMAN COUNTY.

Sherman County's Special Transportation Fund Advisory Committee, representing appropriate population segments, makes recommendations to the County Court for the allocation of STF program dollars.

Sherman County is expected to have a Coordinated Human Service Transportation Plan in place in the near future.

PLANNING .

Special Transportation planning is underway by Link Shadley of Mid-Columbia Economic Development District. Please contact him if you have ideas, suggestions or comments about the future of Sherman County Transit. 541.296.2266 or link@mcedd.org or mail to Link Shadley, MCEDD, 515 East 2nd Street, The Dalles, OR 97058.



ODOT SPECIAL TRANSPORTATION.

Oregon Department of Transportation [ODOT] Special Transportation Fund [STF] dollars provide public transportation for seniors, disabled persons and others as space allows.

Funding is secured in two ways: (1) through a formula based primarily on service-area population, and (2) through a biennial discretionary grant program that combines multiple state and federal funding sources. The formula-based service funding for Sherman County is \$40,000 per year.

Other funds may be secured to provide transportation training and maintenance expenses, technical assistance, vehicles, facilities, and office and communications equipment.

The current fleet includes a 2000 Ford bus, a 2001 Ford van and a 2003 Chevrolet Trailblazer. The public transit bus barn located next to the Road Department shop was constructed in 2006.



VETERANS' TRANSPORTATION.

Tri-County Veterans' Services Officer Paul Conway is listening to veterans to determine their needs, including transportation for medical appointments. Sherman, Gilliam and Wheeler county veterans and transportation stakeholders met to discuss affordable, collaborative transportation for veterans. Call 1-541-565-3408.



Sherman County Community Transit
Call for a ride!
1-541-565-3553

MONDAY

Monday passengers are picked up starting at 8 a.m. in Moro for shopping in The Dalles. The bus begins the return trip no later than 3 p.m.

THURSDAY

Thursday passengers are picked up starting at 8 a.m. in Moro for appointments in The Dalles—medical, dental, legal, banking or business.



500 Court Street,
P.O. Box 365
Moro, Oregon 97039
<http://www.sherman-county.com>

Presorted Standard
U.S. Postage
PAID
Moro, OR
Permit No. 4

Postal Patron





NOTICE



ATTENTION: Bus riders, Seniors, Vets and everyone who has a need for special public transportation...

WE NEED TO HEAR FROM YOU

Please help us with the Special Transportation Fund planning for the Oregon Department of Transportation. We need to hear what you, Sherman County residents, want and need for transportation, where and when do you want it, and how can we improve service!

Please drop by:

Wasco: Monday, May 14th, 9 to 11 AM, Wasco City Hall/Library.

Moro: Monday, May 14th, 12:30 to 2:30 PM, Sherman County Senior Center (right after their wonderful lunch)

Grass Valley: Tuesday, May 15th, 3 to 5 PM, Lisa's Country Café.

For an informal meeting with Link Shadley, Mid-Columbia Economic Development District (and I promise to be a good listener!).

...or call anytime, Link Shadley 541.296.2266, or email to link@mcedd.org or write,
Link Shadley, MCEDD, 515 East 2nd St., The Dalles, OR 97058

MCEDD is under contract to the Association of Oregon Counties for the Sherman County STF Plan for ODOT. We will finalize the plan and submit prior to June 30th, 2007. Thank you for your assistance!



August 2007

PAGE TWO

THE CITIZEN-REPORTER

Bill Todd Memorial Nursery

Bill Todd's legacy as past Soil and Water Conservation District [SWCD] Director and Outstanding Conservation Farmer of Sherman County is honored by the focus of SWCD's *Conservation From the Road*.

The **Bill Todd Memorial Nursery** is located a bit south of the Sherman County Jr/Sr High School baseball field.

Remembered as one of the true conservation innovators and advocates, Bill was raised in Sherman County and farmed just outside of Grass Valley.

In 1999, the Sherman County Athletic Foundation authorized the SWCD to develop the area for the nursery to honor Bill's work for the SWCD and his leadership in the farming community.

Contributions from Columbia River Bank, Mid Columbia Producers, Raleigh Curtis and Wheatacres Irrigation made it possible to build a fence and set up the irrigation system.

Today the nursery is maintained by the Sherman SWCD for tree and shrub propagation for use in watershed projects.

Cuttings from the trees and shrubs, including Poplar, Ash, Willow, Spruce, Cottonwood and Wood Rose, are available to all citizens of Sherman County.

Many trees from the nursery have already found homes close by. Poplars from the nursery now line the portion of Barnum Creek that runs by the baseball field just south of the High School.

If you are interested in getting cuttings or trees from the nursery, contact the SWCD office at 565-3551.



Ride the Bus to the County Fair!

Sherman County Community Transit offers transportation to the Sherman County Fair on Tuesday, August 28, at 4:30 p.m. Passengers will return to their destination at 7 p.m.

This County Fair Kick-Off event includes an Antique and Classic Car Show, live music and a BBQ dinner (\$5 only for seniors who ride the bus).

Interested parties need to call 541-565-3553 by 5 p.m. on Monday, August 27th to reserve a ride. People of all ages are welcome. Donation fares will be greatly appreciated.
~ Marnene Benson-Wood,
Sherman County Community

Antique/Classic Car Show




Show off your antique or classic car at the Sherman County Fair on Tuesday, August 28 from 3 until 7 p.m. during the Kick-Off BBQ. Awards will be given for Best of Show, Queen's Choice, Best Restoration to Original State, Bad to the Bone & Best Paint. Register by calling Chris Kaseberg— 442-5514.

Fair Parade

County Fair Parade entry forms are in the Sherman County Fair & Rodeo Book. Get yours at a local post office or business.

Theme: **Critters, Crafts & Cowboy Hats**. Colors: brown, tan & turquoise.

Parade line-up is set for 9 a.m. on Saturday, September 1st— adjacent to Moro City Park on Dewey Street in Moro.

 Judging will take place at 9:30 a.m. and the parade will begin at 10 a.m.

Ribbons will be awarded to the winner in each category and to the overall best theme entry.

Categories: Royalty, past & present, horses, floats, tractors, antique cars, pooper-scoopers, costumed kids walking or riding bikes/electric cars/motorcycles, kids with animals/non-horse, 4-H, youth & school groups.



August 2007

PAGE EIGHT

THE CITIZEN-REPORTER

Sherman County Community Transit



Please call for your ride 24 hours in advance.
1-541-565-3553

Office hours are 9:30-3:30 mon.-thurs.
Fare: \$5 per trip.

- **Monday**—Moro to and from The Dalles for shopping.
- **Thursday**—Moro to and from The Dalles for medical, dental, legal, banking and business appointments.

Bingo, anyone? If you're interested in going to The Dalles Senior Center to play Bingo at 6 p.m. on Thursday evenings, please call by 5 p.m. on Wednesdays. Participants must be 19 years of age.

**By Order of the
Sherman County Fire Defense Board:
Until further notice there will be
NO outdoor burning . . .
in barrels, incinerators or
on agricultural lands.**

Veterans' Services

Veterans Service Officer Paul Conway is providing services to veterans and their families, including benefits and transportation.

During his quarterly report to Sherman, Gilliam & Wheeler county commissioners, Conway reported that he conducted 72 office interviews with veterans, 17 out-of-office interviews, filed seven original claims, reopened one claim, submitted three veterans' medical applications, filed three appeals, made seven referrals, attended 34 outreach activities/meetings [Mitchell, Fossil, Service Creek, Summit Springs Village/Condon, Spray, Arlington, Wasco & Moro] and training in Salem and Portland; submitted news releases; and sent 53 personal letters to veterans or their families.

Here's how you can reach him:

- P.O. Box 168, Moro, OR 97039
- 1-800-982-1172
- Tuesdays, Courthouse in Condon 8-5
- Wednesdays, Fossil Family Services 8-5
- Thursdays, Senior Center in Moro 8-5—565-3408
- pconway@ncesd.k12.or.us.

Newcomers! Welcome to Sherman County!



SHERMAN

COUNTY

500 Court Street,
P.O. Box 365
Moro, Oregon 97039
<http://www.sherman-county.com>

Presorted Standard
U.S. Postage
PAID
Moro, OR
Permit No. 4

Postal Patron



APPENDIX D – STF Advisory Committee Bylaws



SHERMAN COUNTY
SPECIAL TRANSPORTATION FUND ADVISORY COMMITTEE
AMENDMENT TO THE BYLAWS

ARTICLE I – NAME

The name of this Advisory Committee shall be Sherman County Special Transportation Fund (STF) Advisory Committee.

ARTICLE II – PURPOSE

The Advisory Committee is established in the interest of elderly and disabled persons in the Sherman County area. Its purpose is to advise Sherman County Court on matters that pertain to the transportation needs of persons who are elderly or disabled, to encourage and promote services that meet those needs, and to advocate for a range of services that directly affect the welfare of those who desire or require those services.

ARTICLE III - MEMBERSHIP

1. The Advisory Committee shall consist of a minimum of five (5) voting members.
2. An Advisory Committee member shall be appointed for a period of four (4) years after staggering two (2) voting members positions for two (2) year terms first.
3. Advisory Committee appointments will be by the Governing Body in January.
4. The Advisory Committee shall consist of: a) users of elderly and disabled transportation; b) providers of elderly and disabled transportation; c) elderly or disabled persons living in a district or county where there are no transportation services; and d) a representative of elderly persons; or e) a representative of disabled persons.
5. Interim vacancies on the Advisory Committee shall be filled by Sherman County Court without undue delay. The replacement shall service the remainder of the predecessor's term.
6. Members of the Advisory Committee may be reimbursed for expenses incurred relative to Business of the Organization. Reimbursement requests will be submitted on the required form to the STF Coordinator for Sherman County within the month the expenditure occurs or the beginning of the next month.
7. Regular meetings of the Advisory Committee shall be held quarterly, January, April, July and October.
8. Special meetings may be called by the chair or any other three members upon a 24-hour written notice to members and news media requesting notification.
9. A quorum of the Advisory Committee shall consist of a majority of all the members. A quorum must be present for any business to be conducted. A majority of vote of those members present is needed to approve any action. No member may vote unless physically present.
10. In points of question, the proceedings of the Advisory Committee shall be governed by Roberts Rules of Order, as revised (or approved method of conducting business).
11. All meetings of the Advisory Committee shall be open to the public.
12. The Advisory Committee may recommend removal of a member by the Sherman County Court by a vote of two-thirds of the majority of all its members. Such removal shall be for cause.



ARTICLE IV – OFFICERS

1. At its first meeting of the calendar year, the Advisory Committee shall elect by majority vote a chairperson, a vice-chair and a secretary.
2. The duties of the chair are as follows:
 - a) Preside at all regular and special meetings of the Advisory Committee.
 - b) Appoint standing and ad hoc committees and committee members.
 - c) Act as the official spokesperson for the Advisory Committee.
 - d) Notify the County Court along with the STF Coordinator of all actions taken by the Advisory Committee.
 - e) Perform such other duties as the Advisory Committee and County Court shall direct.
3. The duties of the Vice-chair are as follows:
 - a) In the absence of the Chair or during his or her incapacity to act, shall perform the duties of that office.
 - b) Shall perform such other duties as may, from time to time, be assigned by the Chair or the County Court.
4. The duties of the Secretary are as follows:
 - a) Shall issue notices of all Advisory Committee meetings.
 - b) Shall keep accurate minutes of all Advisory Committee meetings.
 - c) Shall along with the Chair, sign all official documents and correspondence of the Advisory Committee.
 - d) Shall perform other duties of that office as may be assigned by the County Court or Advisory Committee Chairperson.
5. All officers shall be elected for one year or until their successors are elected.

ARTICLE V - STF COORDINATOR

The STF Coordinator shall act as an advisor to the Advisory Committee. The duties of the STF Coordinator shall be as follows:

1. Shall act as the official liaison of the STF Advisory Committee to the County Court.
2. Notify the County Court of all actions taken by the Advisory Committee.
3. Shall attend meetings and trainings as required to enable Sherman County to receive STF funding from grants and other transportation resources.
4. Administrator for stf formula program application.

The STF Coordinator shall be appointed by the Sherman County Court. The STF Coordinator may participate in meetings in the same manner as any other member, but shall not have a vote or be counted toward the establishment of a quorum.

ARTICLE VI – BYLAW AMENDMENTS

The STF Advisory Committee shall recommend to the Sherman County Court alterations or amendments to the By-Laws of the organization, except as prohibited by law, by two-thirds vote of all the members at any regular or special meeting of the Advisory Committee provided that such notice of intention to make, alter,



or amend, the By-Laws shall have been given in writing to all committee members ten days prior to such meeting.

ARTICLE VII – FISCAL YEAR

The Fiscal Year of the Sherman County Special Transportation Fund Advisory Committee shall be a twelve (12) month period from July 1 to June 30.

We, the Sherman County STF Advisory Committee, have executed these By-Laws this 26th day of January, 2005.

OFFICERS OF THE ADVISORY COMMITTEE

Cassie Strega
Chairperson

Natie Wooderson
Vice Chairperson

James B. Bickel
Secretary

APPROVED BY THE SHERMAN COUNTY COURT ON February 15, 2005.

Gay Chapman
County Judge

Sherry Kuehner
County Commissioner

Steve Burt
County Commissioner



.....

PLAN REVIEW AND ADOPTION

Draft plan was presented to the Sherman County Community Transit Coordinator, the STF Advisory committee and the Sherman Court on September 1, 2007.

Notice of plan availability was also noted in the Sherman County eNews and is available in hard copy or electronic (PDF) form.

Adopted by the Sherman County Community Transit Coordinator:

Marnene Benson-Wood

Date

Adopted by the Sherman County Community Transit STF Advisory Committee:

Date

Adopted by the Sherman County Court:

Judge Gary Thompson

Date

